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Cycling Scotland

CYCLING SCOTLAND SCOTTISH CHARITY NO.SC029760

Annual Cycling Monitoring Report **2018**





Annual Cycling
Monitoring Report **2018**



National

N

Introduction

The 2017 Cycling Action Plan for Scotland [CAPS] Action 18 states that the CAPS Delivery Forum should: **“agree a suite of national indicators to inform the national picture of cycling participation, to be reported annually to Transport Scotland”**.

The report shows that 352 million vehicle km were cycled on all roads by pedal cycles in 2016, which is a 2.6% increase on 2015 and a 13.5% increase from 5 years ago.

CAPS 2017: National Suite of Indicators [Action 18]

The Annual Cycling Monitoring Report 2018 builds upon previous editions and delivers on Action 18 of the Cycling Action Plan for Scotland. It also highlights progress on the Long Term Vision for Active Travel, supports the National Walking Strategy and the implementation of the 2017 Programme for Government.

The report examines trends and statistics at both a national and local level with the aim of providing further insight around cycling in Scotland.

The report shows that 352 million vehicle km were cycled on all roads by pedal cycles in 2016, which is a 2.6% increase on 2015 and a 13.5% increase from 5 years ago. Cycling's mode share remains at 1.2% while 5% of adults usually or regularly cycled to work and 5.1% of primary school pupils normally travel to school by bike.

When looking at frequency of cycling, the report shows that 10.5% of people in further or higher education cycled as a means of transport in the last 7 days while 11% of people had participated in at least 30 minutes of cycling within the previous 4 weeks.

Looking at access to bikes, 33.8% of households in Scotland have one or more bikes for private use while 37.4% of people were aware of available cycle hire schemes.

Cycling safety has improved over recent years, with the KSI rate per million vehicle KMs dropping to 0.44 and the overall casualty rate per million vehicle KMs dropping to 2.24 in 2016. It is worth noting that, on average between 2012 and 2016, there were 32 reported casualties of all severities in areas with a 20mph speed limit compared with 673 in areas with a 30mph speed limit.

Whilst the report focuses on headline trends and key facts & figures, more detailed versions of the datasets will be made available at cycling.scot to allow further analysis and examination.

MODE SHARE ¹

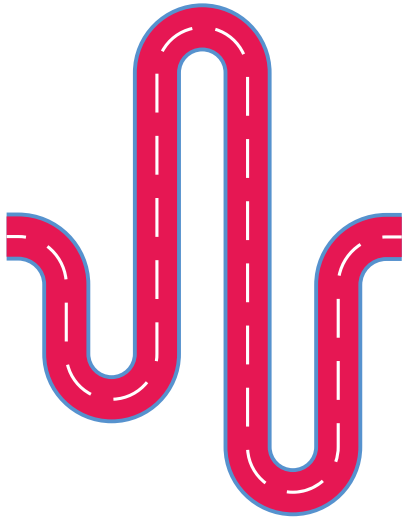


1.2%

of people cycled as a main mode of travel in 2016.

This figure has fluctuated between **0.8%** and **1.4%** since 2010.

TOTAL AMOUNT OF CYCLING ²



352 million

vehicle km were cycled on all roads by pedal cycles in 2016.

This is a **13.5%** increase from 2013 and a **2.6%** increase on 2015.

NATIONAL CYCLE NETWORK ³

3,800 km of routes



1,060 km of traffic free routes



40.9%

of the Scottish population now live within 0.5 km of the National Cycle Network. This is a **1.2%** increase from September 2013 to June 2016.

Usage per km of National Cycle Network ⁴

Annual usage estimates [AUE] of pedestrian and cyclist trips on the National Cycle Network in Scotland

| | 2012 | 2013 | 2014 | 2015 | 2016 | % change 2015 -2016 |
|-------------------------|--------|--------|--------|--------|--------|---------------------|
| Cycling usage per km | 13.312 | 13.861 | 15.609 | 14.684 | 14.779 | 0.6% |
| Pedestrian usage per km | 42.050 | 43.728 | 48.457 | 45.588 | 45.882 | |

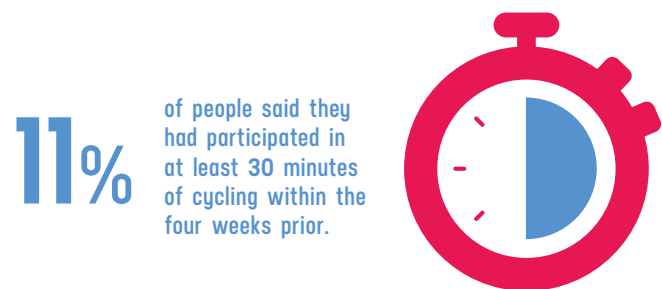
1. Source: Scottish Household Survey Travel Diary 2016 [Table TD2]

2. Source: Reported Road Casualties 2016 [Table 13]

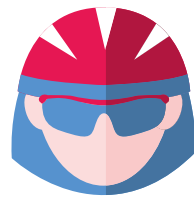
3. Source: Sustrans Scotland

4. Source: Sustrans Scotland

PARTICIPATION IN CYCLING ⁵



15%
of men



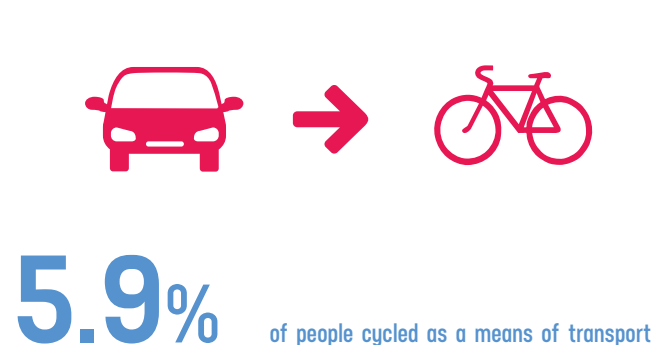
8%
of women

13%
of 16-24 year olds

14%
of 25-34 year olds

14%
of 35-44 year olds

FREQUENCY OF CYCLING JOURNEYS IN PREVIOUS 7 DAYS ⁶

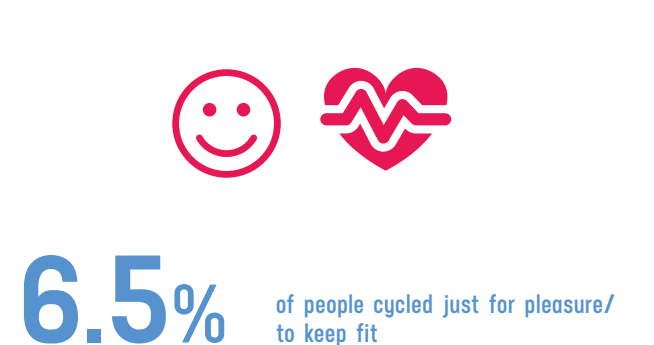


8.6% of men cycled as a means of transport

3.4% of women cycled as a means of transport

10.5% of people in further/higher education cycled as a means of transport

9.8% of people who live in small remote towns cycled at least once a week as a means of transport



10.3% of people who live in small remote towns cycled at least once a week for pleasure/to keep fit

6.6% of people who drove everyday cycled at least once in the previous week for pleasure/to keep fit

9.0% of men cycled just for pleasure

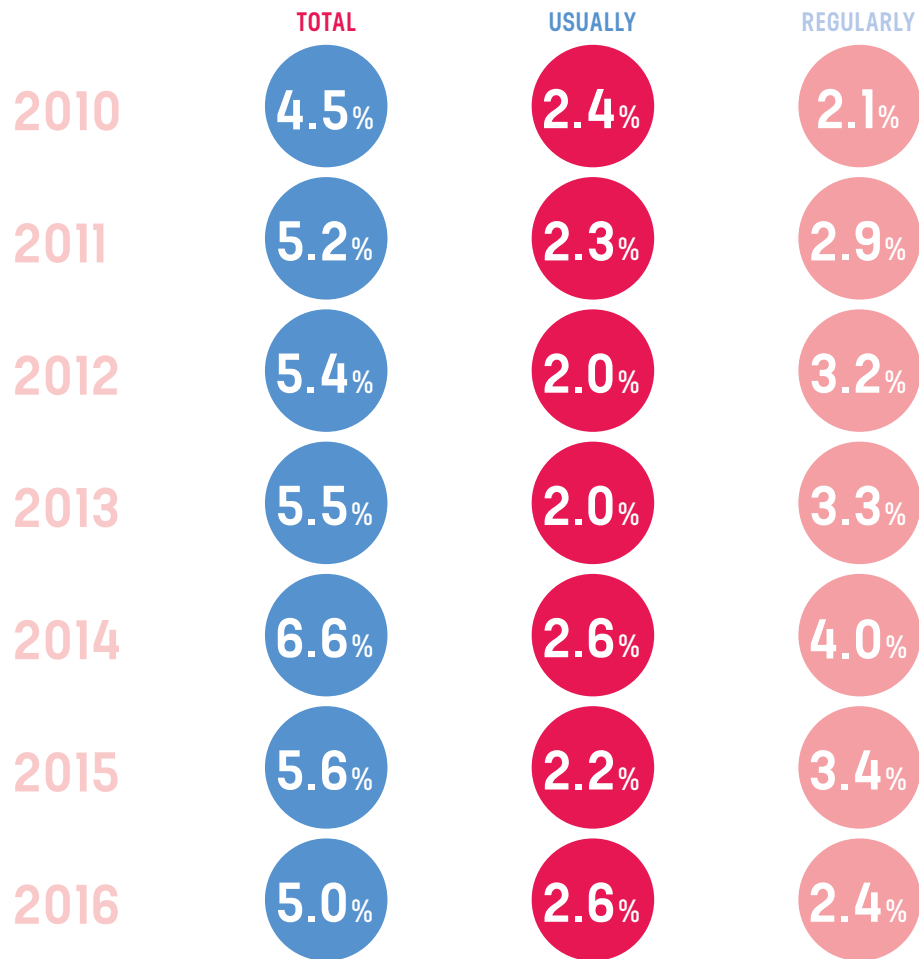
4.2% of women cycled just for pleasure

5. Source: Scotland's People Annual Report: Results from the 2016 Scottish Household Survey [Table 8.1]

6. Source: Scottish Household Survey 2016 [Table 25a]

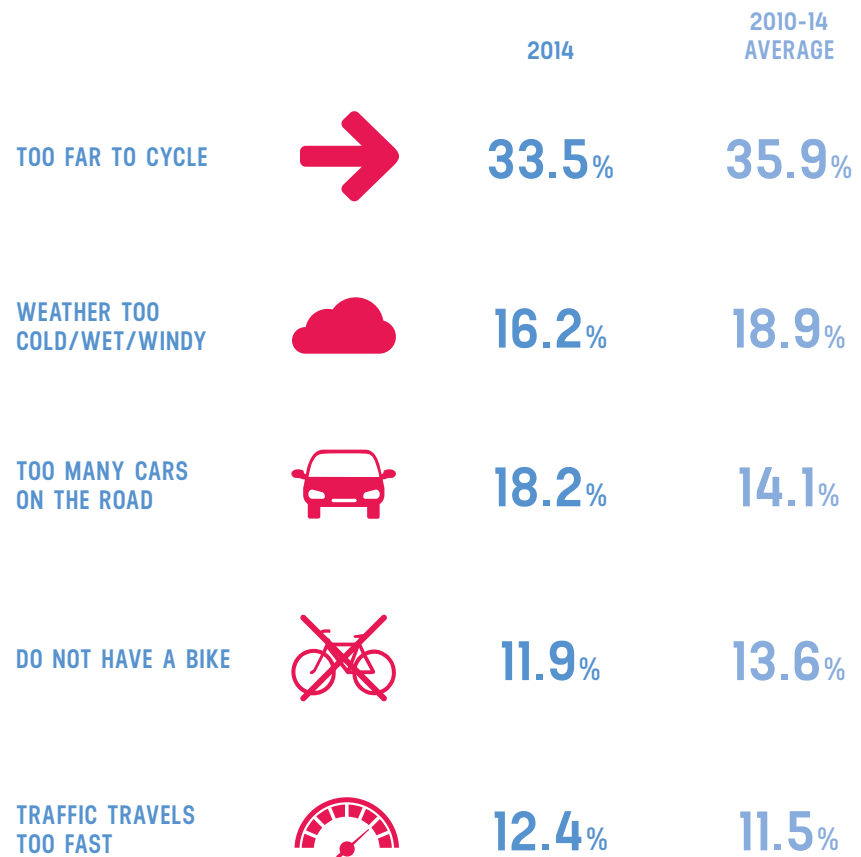
CYCLING TO WORK ⁷

The figures below indicate the percentage of adults who 'usually' or 'regularly' cycle to work.



Reasons for not cycling to work ⁸

The question was moved to biennial in 2014 and was omitted from the 2016 survey. 2014 is the latest available data. The top 5 reasons below make up 92.2% of all reasons for not cycling to work.

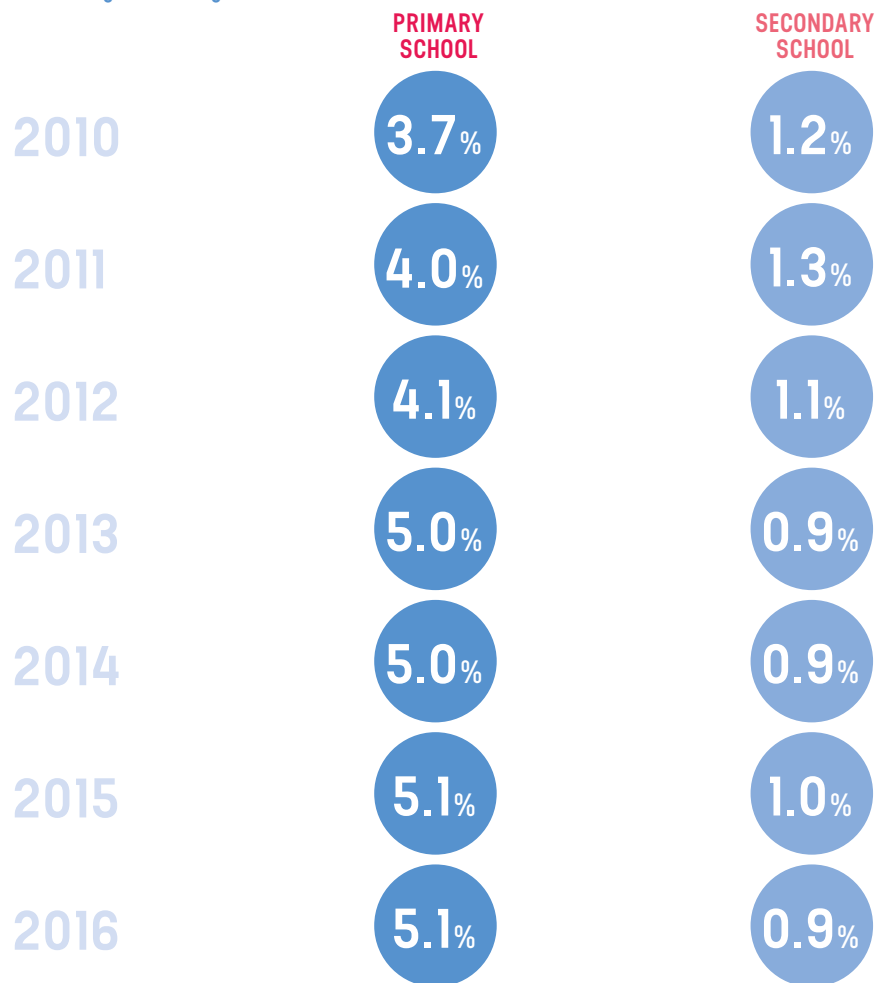


7. Source: Scottish Household Survey 2016 with additional information from Transport Scotland

8. Source: Transport and Travel in Scotland 2016 [Table 26]

CYCLING TO SCHOOL ⁹

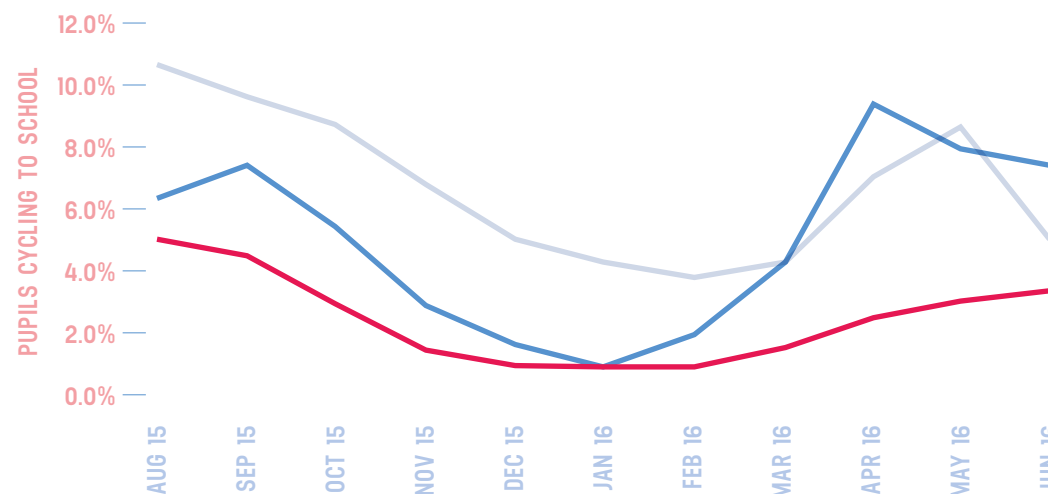
The figures below show the percentage of children who answered “bicycle” when asked “How do you normally travel to school?”



TRAVEL TRACKER ¹⁰

URBAN ● URBAN/RURAL ● RURAL ●

Travel Tracker is a project by Living Streets Scotland which allows pupils to log the mode they used to travel to school that day. This section takes a slice of the Travel Tracker data to examine the cycling trends in an Urban, Urban/Rural and Rural Local Authority over a school year.



ACCESS TO BIKES ¹¹



33.8%

of households in Scotland have access to one or more bikes for private use in 2016. This figure has been largely static with an average of **34.6%** since 2010.

9. Source: Hands Up Scotland Survey 2016 [Table 2.3]
10. Source: Living Streets Scotland

11. Source: Transport and Travel in Scotland 2016 – SHS LA Results [Table 8]

SAFETY

NUMBER OF PEOPLE KILLED OR SERIOUSLY INJURED (KSI) ¹²

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-------------------|------|------|------|------|------|------|------|
| Killed | 7 | 7 | 9 | 13 | 8 | 5 | 8 |
| Seriously Injured | 138 | 156 | 169 | 149 | 159 | 164 | 148 |

CHILD CYCLING KSIs ¹²

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-------------------|------|------|------|------|------|------|------|
| Killed | 1 | 0 | 1 | 2 | 0 | 1 | 1 |
| Seriously Injured | 23 | 23 | 21 | 11 | 18 | 11 | 8 |

REPORTED CASUALTIES BY SPEED LIMIT (2012 TO 2016 AVERAGE) ¹³

| | 20 mph | 30 mph | 40 mph | 50 mph | 60 mph | 70 mph | Total |
|-------------------|--------|--------|--------|--------|--------|--------|-------|
| Killed | 0 | 2 | 1 | 1 | 4 | 0 | 9 |
| Seriously Injured | 5 | 110 | 10 | 3 | 27 | 2 | 158 |
| Minor | 27 | 561 | 31 | 5 | 62 | 4 | 688 |
| All Severities | 32 | 673 | 42 | 9 | 93 | 6 | 855 |

On average between 2012 and 2016, there were 32 reported casualties of all severities in areas with a 20mph speed limit compared with 673 in areas with a 30mph speed limit.

KSI RATES PER MILLION VEHICLE KMs ¹⁴

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|----------|------|------|------|------|------|------|------|
| KSI rate | 0.49 | 0.53 | 0.57 | 0.49 | 0.45 | 0.49 | 0.44 |

OVERALL CASUALTY RATES PER MILLION VEHICLE KMs

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---------------|------|------|------|------|------|------|------|
| Casualty rate | 2.62 | 2.70 | 2.92 | 2.69 | 2.42 | 2.33 | 2.24 |

Vehicles involved in reported injury accidents



In 2016, Cars & Taxis were involved in **85.7%** of accidents involving a pedal cycle despite making up **76.1%** of traffic volume.



On average since 2010, Cars & Taxis have been involved in **85.3%** of accidents involving a pedal cycle.

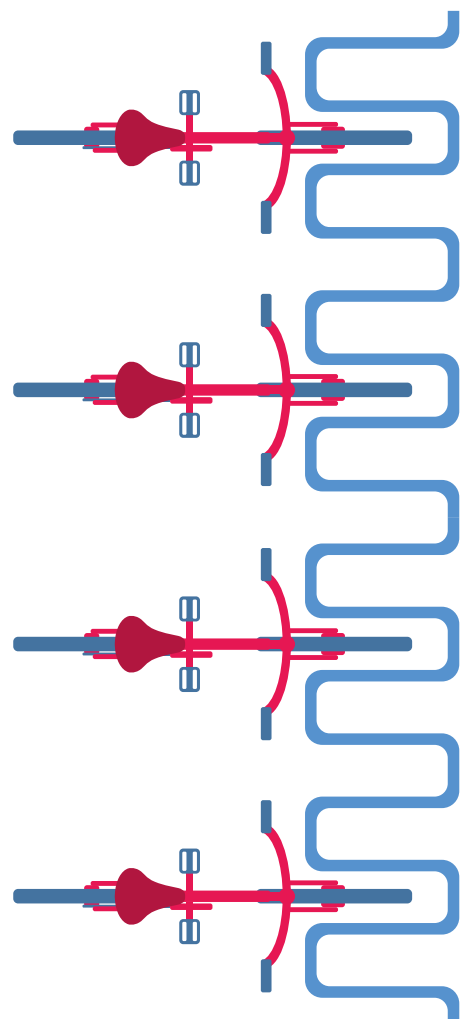


In 2016, Light Goods Vehicles made up **15.9%** of traffic volume and were involved in **8%** of accidents involving a pedal cycle. On average since 2010, LGVs have been involved in **6.7%** of accidents involving a pedal cycle with an average traffic volume of **14.7%**.

¹² Source: Reported Road Casualties 2016 [Table A]
¹³ Source: Reported Road Casualties 2016 [Table 33]

¹⁴ Source: Reported Road Casualties 2016 [Table 13]

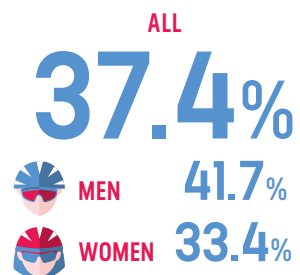
AWARENESS AND UPTAKE OF SUSTAINABLE TRANSPORT POLICIES ¹⁵



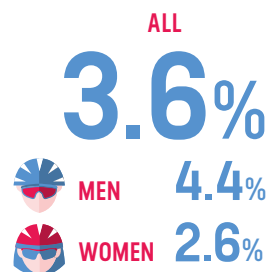
Just over a third of people who were asked were aware of cycle hire schemes.

Of these people, 3.6% had used them.

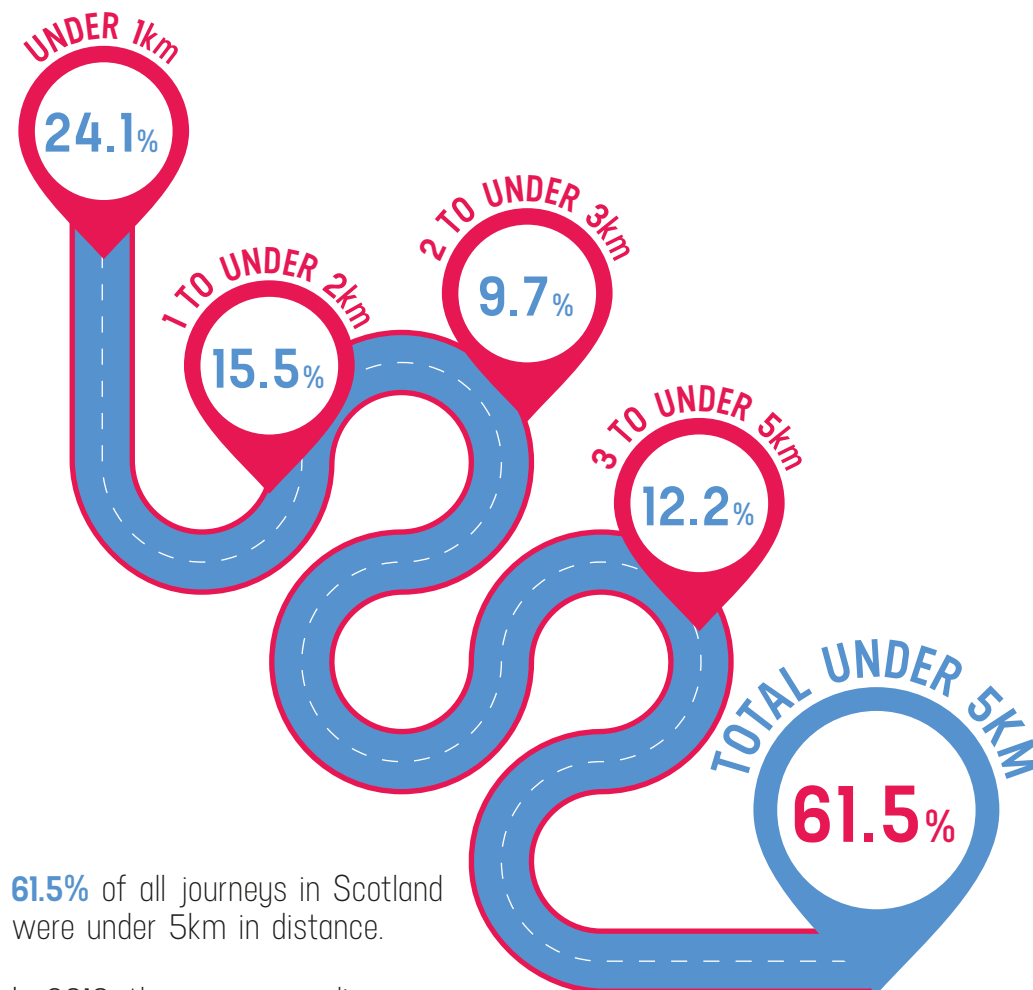
AWARENESS OF CYCLE HIRE SCHEMES



USAGE BY THOSE WHO WERE AWARE OF THE SCHEMES



DISTANCE TRAVELLED - JOURNEYS UNDER 5km ¹⁶



61.5% of all journeys in Scotland were under 5km in distance.

In 2016, the average cycling journey was 7.6km in length.

15. Source: Transport and Travel in Scotland 2016 [Tables 46 & 47]

16. Source: Scottish Household Survey Travel Diary 2016 [Table 19]



Local

Introduction

The Local section of the **Annual Cycling Monitoring Report 2018** examines all of the local authorities across Scotland and highlights statistics based on headline trends, travel to work and travel to school. The datasets, their sources and any other related information are located opposite.



Headline trends and context

- 1. PROPORTION OF JOURNEYS UNDER 5KM**
Source: Scottish Household Survey 2016: Local Area Analysis [Table 19] – Transport Scotland

This dataset shows the proportion of journeys within the local authority that are less than 5km. 5km represents a key distance for focus on potential modal shift to active travel as the average cycling journey is generally around 5km in length.

- 2. HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE**
Source: Scottish Household Survey 2016: Local Area Analysis [Table 8] – Transport Scotland

This dataset indicates the percentage of households that have access to one or more bicycles for private use.

- 3. HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE**
Source: Scottish Household Survey 2016: Local Area Analysis [Table 4] – Transport Scotland

This dataset indicates the percentage of households that do not have access to a car for private use.



Work

- 4. CYCLE TO WORK USUALLY OR REGULARLY**
Source: Scottish Household Survey 2016 with further information from Transport Scotland

This dataset indicates the percentage of adults “usually” or “regularly” cycling to work in each local authority.

- 5. NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES**
Source: Cycling Scotland 2018

This dataset shows the number of Cycle Friendly Employers within a local authority and the number of staff that are covered. Cycle Friendly Employer is a nationally recognised award from Cycling Scotland for Scottish employers committed to increasing levels of cycling.



Schools

- 6. CHILDREN CYCLING TO PRIMARY SCHOOL**
Source: Hands Up Survey Scotland 2016 [Table 3.3] – Sustrans Scotland

This dataset shows the percentage of children who answered “bicycle” when asked the question “How do you normally travel to school?” as part of the Hands Up Scotland Survey.

- 7. CHILDREN CYCLING TO SECONDARY SCHOOL**
Source: Hands Up Survey Scotland 2016 [Table 3.3] – Sustrans Scotland

This data shows the percentage of children who answered “bicycle” when asked the question “How do you normally travel to school?” as part of the Hands Up Scotland Survey.

*represents too low response rate.

- 8. NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS**
Source: Cycling Scotland 2018

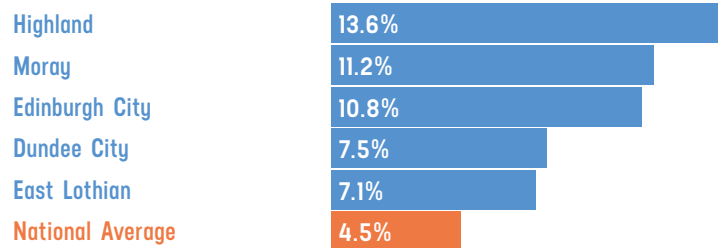
This dataset shows the number of Cycle Friendly Schools within a local authority and the number of pupils that are covered. Cycle Friendly Schools is a nationally recognised award from Cycling Scotland for Scottish schools committed to increasing levels of cycling.

- 9. PERCENTAGE OF PRIMARY SCHOOLS PROVIDING BIKEABILITY SCOTLAND LEVEL 2 TRAINING**
Source: Data provided by local authorities

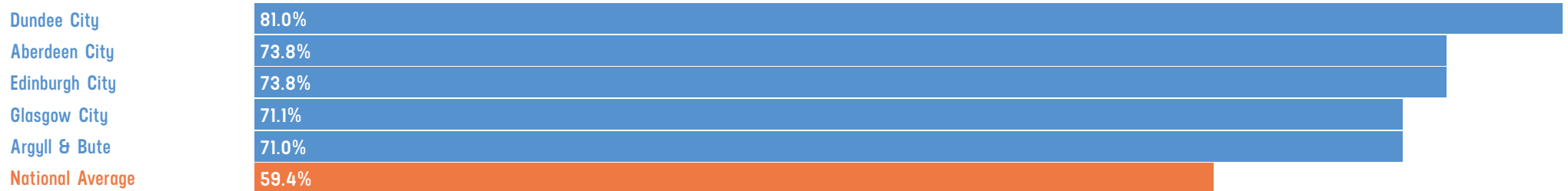
Bikeability Scotland is a cycle training programme designed to give children the skills and confidence they need to cycle safely on the roads and to encourage them to carry on cycling into adulthood.

Local Area specific highlights - Top 5

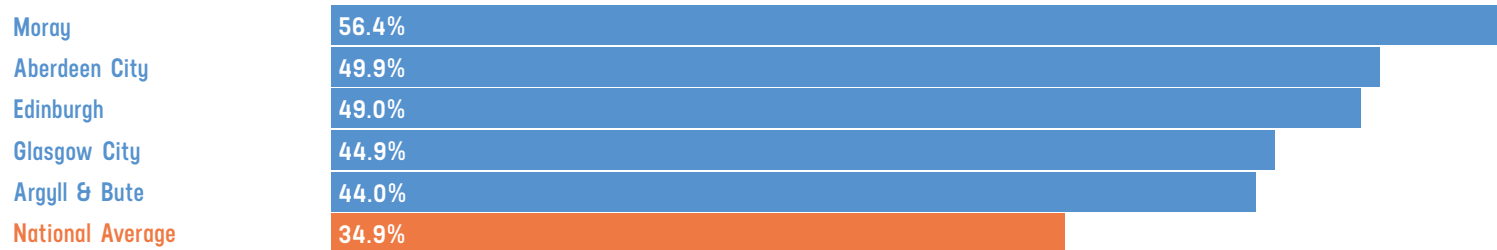
THE TOP 5 LOCAL AUTHORITIES WHO USUALLY OR REGULARLY CYCLE TO WORK ¹⁷



THE TOP 5 LOCAL AUTHORITIES BY PERCENTAGE OF JOURNEYS THAT ARE UNDER 5km ¹⁸



THE TOP 5 LOCAL AUTHORITIES THAT HAVE ACCESS TO AT LEAST ONE BIKE FOR PRIVATE USE ¹⁹



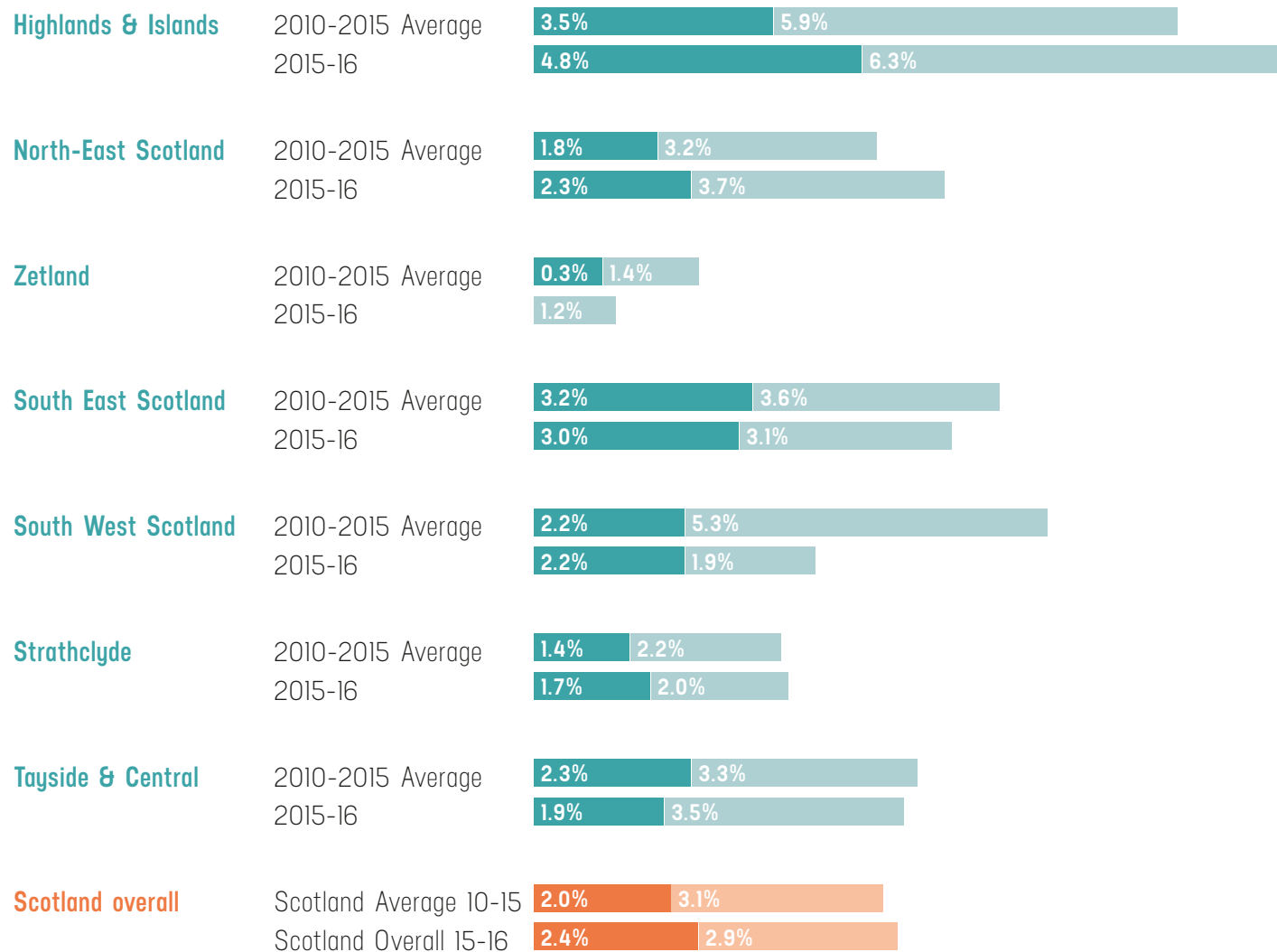
17. Source: Scottish Household Survey 2016 with additional information from Transport Scotland

18. Source: Scottish Household Survey 2016 Local Authority Analysis [Table 19]

19. Source: Scottish Household Survey 2016 Local Authority Analysis [Table 8]

Cycling to work - Regional analysis

CYCLE TO WORK USUALLY ● OR REGULARLY ●



- Highlands & Islands**
 - Argyll & Bute
 - Eilean Siar
 - Highland
 - Moray
 - Orkney Islands
- North-East Scotland**
 - Aberdeen City
 - Aberdeenshire
- Zetland**
 - Shetland Islands
- South East Scotland**
 - Clackmannanshire
 - East Lothian
 - Edinburgh City
 - Falkirk
 - Fife
 - Midlothian
 - Scottish Borders
 - West Lothian
- South West Scotland**
 - Dumfries & Galloway
- Strathclyde**
 - East Ayrshire
 - East Dunbartonshire
 - East Renfrewshire
 - Glasgow City
 - Inverclyde
 - North Ayrshire
 - North Lanarkshire
 - Renfrewshire
 - South Ayrshire
 - South Lanarkshire
 - West Dunbartonshire
- Tayside & Central**
 - Angus
 - Dundee City
 - Perth & Kinross
 - Stirling

Aberdeen City



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

73.8%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

34.7%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

31.5%



Work

2010-15 AVERAGE

2.4%

3.5%

2015-16

3.2%

3.5%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



22 SITES



9754 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

3.2%

5.0%

CHILDREN CYCLING TO SECONDARY SCHOOL

1.1%

1.5%

2010-15 AVERAGE ● 2016 ●

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

68.1%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



13 SCHOOLS



3758 PUPILS

Aberdeenshire

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

45.5%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

49.9%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

8.7%

Work

2010-15 AVERAGE

1.2% 2.9%

2015-16

1.5% 3.9%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



2 SITES



1100 EMPLOYEES

Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

4.7%

6.2%

CHILDREN CYCLING TO SECONDARY SCHOOL

1.6%

2.3%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



36 SCHOOLS



9392 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

79.6%

Angus



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

49.6%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

44.0%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

20.2%



Work

2010-15 AVERAGE

2.5%

4.0%

2015-16

3.3%

2.0%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



6 SITES



1210 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

3.4%

3.4%

CHILDREN CYCLING TO SECONDARY SCHOOL

2.3%

1.3%

2010-15 AVERAGE ● 2016 ●

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

50.0%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



7 SCHOOLS



3820 PUPILS

Argyll & Bute



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

71.0%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

44.9%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

25.5%



Work

2010-15 AVERAGE

2.1% 6.6%

2015-16

0.3% 3.8%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



3 SITES



6 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

3.6%

4.1%

CHILDREN CYCLING TO SECONDARY SCHOOL

1.2%

0.8%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



4 SCHOOLS



215 PUPILS

Clackmannanshire



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

47.4%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

28.3%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

27.0%



Work

2010-15 AVERAGE

4.1%

2.5%

2015-16

2.7%

3.2%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



9 SITES



4297 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

4.7%

5.2%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.7%

0.3%

2010-15 AVERAGE ● 2016 ●

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

16.7%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



3 SCHOOLS



716 PUPILS

Dumfries & Galloway

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

59.7%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

36.1%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

19.8%

Work

2010-15 AVERAGE

2.2% 6.2%

2015-16

2.2% 1.9%

CYCLE TO WORK USUALLY OR REGULARLY

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



3 SITES



824 EMPLOYEES

Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

5.2%

5.1%

CHILDREN CYCLING TO SECONDARY SCHOOL

1.5%

1.4%

2010-15 AVERAGE 2016

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

43.4%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



32 SCHOOLS



6449 PUPILS

Dundee City



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

81.0%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

21.3%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

44.8%



Work

2010-15 AVERAGE

2.6%

3.7%

2015-16

1.0%

6.5%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



6 SITES



6549 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

2.2%

3.5%

CHILDREN CYCLING TO SECONDARY SCHOOL

1.3%

1.0%

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

11.4%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



2 SCHOOLS



1381 PUPILS

East Ayrshire

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM



HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

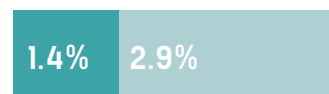


HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

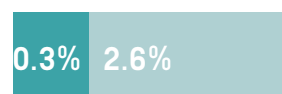


Work

2010-15 AVERAGE



2015-16



CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



1 SITE



4449 EMPLOYEES

Schools

CHILDREN CYCLING TO PRIMARY SCHOOL



CHILDREN CYCLING TO SECONDARY SCHOOL



2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



6 SCHOOLS



2623 PUPILS

East Dunbartonshire



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

55.8%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

37.4%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

18.4%



Work

2010-15 AVERAGE

1.9% 4.7%

2015-16

0.5% 2.6%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



2 SITES



383 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

3.9%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.6%

2010-15 AVERAGE ● 2016 ●

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

22.2%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



15 SCHOOLS



4697 PUPILS

East Lothian



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

50.4%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

32.1%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

22.5%



Work

2010-15 AVERAGE

1.6% 5.0%

2015-16

1.8% 5.3%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



2 SITES



7 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

9.9%

12.2%

CHILDREN CYCLING TO SECONDARY SCHOOL

2.3%

4.7%

2010-15 AVERAGE ● 2016 ●

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

29.4%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



13 SCHOOLS



5555 PUPILS

East Renfrewshire



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

60.0%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

33.6%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

19.2%



Work

2010-15 AVERAGE

1.7% 2.3%

2015-16

0.4% 1.5%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



8 SITES



1459 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

3.5%

3.3%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.4%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



17 SCHOOLS



6480 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

100%

Edinburgh City



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

73.8%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

33.7%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

38.9%



Work

2010-15 AVERAGE

7.7%

CYCLE TO WORK USUALLY OR REGULARLY

5.7%

2015-16

6.9%

3.9%

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



148 SITES



69485 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

6.2%

6.5%

CHILDREN CYCLING TO SECONDARY SCHOOL

1.7%

1.9%

2010-15 AVERAGE 2016

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

68.2%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



27 SCHOOLS



15477 PUPILS

Eilean Siar



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

53.9%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

37.3%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

17.0%



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●

2010-15 AVERAGE

1.6% 2.8%

2015-16

0.4% 5.0%



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

6.0%

4.5%

CHILDREN CYCLING TO SECONDARY SCHOOL

1.1%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



8 SCHOOLS



310 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

4.5%

Falkirk

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM



HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

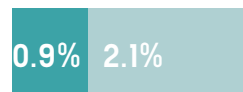


HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

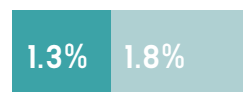


Work

2010-15 AVERAGE



2015-16



CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



5 SITES



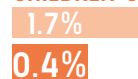
2243 EMPLOYEES

Schools

CHILDREN CYCLING TO PRIMARY SCHOOL



CHILDREN CYCLING TO SECONDARY SCHOOL



2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS

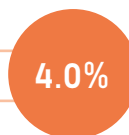


18 SCHOOLS



10991 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING



Fife



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

59.6%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

30.6%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

29.7%



Work

2010-15 AVERAGE

1.6% 3.6%

2015-16

1.1% 3.2%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



25 SITES



10648 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

3.8%

4.3%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.6%

0.7%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



12 SCHOOLS



2731 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

36.3%

Glasgow City



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

71.1%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

27.8%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

48.6%



Work

2010-15 AVERAGE

2.4%

3.0%

2015-16

3.7%

3.2%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



146 SITES



76804 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

3.0%

3.6%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.5%

0.5%

2010-15 AVERAGE ● 2016 ●

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

28.8%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



12 SCHOOLS



4763 PUPILS

Highland



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

58.1%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

49.0%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

18.1%



Work

2010-15 AVERAGE

4.4%

5.7%

2015-16

7.3%

6.3%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



19 SITES



16772 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

10.0%

9.9%

CHILDREN CYCLING TO SECONDARY SCHOOL

4.9%

2.7%

2010-15 AVERAGE ● 2016 ●

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

36.4%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



8 SCHOOLS



1764 PUPILS

Inverclyde



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

57.5%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

24.2%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

35.0%



Work

CYCLE TO WORK USUALLY ● OR REGULARLY ●

2010-15 AVERAGE

1.8% 2.3%

2015-16

0.4% 2.1%



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

1.2%

0.8%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.1%

2010-15 AVERAGE ● 2016 ●

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

20.0%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



9 SCHOOLS



2513 PUPILS

Midlothian



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

48.3%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

30.4%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

20.7%



Work

2010-15 AVERAGE

0.9% 2.8%

2015-16

0.4% 0.7%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



5 SITES



2345 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

6.8%

8.8%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.6%

0.9%

2010-15 AVERAGE ● 2016 ●

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

81.3%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



22 SCHOOLS



8337 PUPILS

Moray

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM



HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE



HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE



Work

2010-15 AVERAGE



2015-16



CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



4 SITES



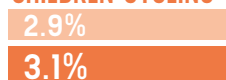
1073 EMPLOYEES

Schools

CHILDREN CYCLING TO PRIMARY SCHOOL



CHILDREN CYCLING TO SECONDARY SCHOOL



2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS

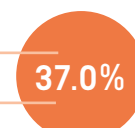


9 SCHOOLS



2505 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING



North Ayrshire



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

58.3%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

30.9%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

34.6%



Work

2010-15 AVERAGE

1.4% 1.8%

2015-16

1.1% 1.1%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



6 SITES



3230 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

4.8%

5.6%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.7%

0.3%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



7 SCHOOLS



1435 PUPILS

North Lanarkshire



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

60.7%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

26.2%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

27.2%



Work

2010-15 AVERAGE

0.6% 1.6%

2015-16

1.0% 1.7%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



3 SITES



4529 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

3.5%

3.4%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.2%

0.1%

2010-15 AVERAGE ● 2016 ●

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

9.2%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



8 SCHOOLS



3079 PUPILS

Orkney Islands



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

63.7%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

41.2%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

17.6%



Work

2010-15 AVERAGE

2.2%

1.5%

2015-16

5.5%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



0 SITES



0 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

5.0%

5.0%

CHILDREN CYCLING TO SECONDARY SCHOOL

6.8%

3.1%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



4 SCHOOLS



1129 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

68.4%

Perth & Kinross

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

57.2%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

41.2%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

24.3%

Work

2010-15 AVERAGE

2.3%

2.8%

2015-16

1.2%

2.6%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



5 SITES



3484 EMPLOYEES

Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

6.0%

6.6%

CHILDREN CYCLING TO SECONDARY SCHOOL

1.5%

1.0%

2010-15 AVERAGE ● 2016 ●

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

52.1%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



19 SCHOOLS



4713 PUPILS

Renfrewshire



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

51.8%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

28.5%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

28.3%



Work

2010-15 AVERAGE

0.8% 2.6%

2015-16

1.1% 0.6%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



8 SITES



2937 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

2.9%

2.8%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.4%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



4 SCHOOLS



1068 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

20.4%

Scottish Borders

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

54.2%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

41.1%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

20.3%

Work

2010-15 AVERAGE

0.9% 3.6%

2015-16

0.0%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



1 SITE



2500 EMPLOYEES

Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

4.5%

5.9%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.6%

0.4%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



12 SCHOOLS



6142 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

31.1%

Shetland Islands



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

57.6%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

32.8%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

14.9%



Work

2010-15 AVERAGE

0.2% 1.9%

2015-16

1.2%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



2 SITES



202 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

4.8%

5.3%

CHILDREN CYCLING TO SECONDARY SCHOOL

1.1%

0.9%

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

100%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



9 SCHOOLS



1091 PUPILS

South Ayrshire

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

55.3%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

31.5%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

27.9%

Work

2010-15 AVERAGE

1.5% 2.0%

2015-16

1.5% 1.6%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



6 SITES



5587 EMPLOYEES

Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

5.2%

5.8%

CHILDREN CYCLING TO SECONDARY SCHOOL

1.0%

0.8%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



16 SCHOOLS



5413 PUPILS

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

80.5%

South Lanarkshire



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

53.5%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

26.7%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

22.9%



Work

2010-15 AVERAGE

0.6% 1.6%

2015-16

1.2% 0.5%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



7 SITES



3895 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

2.9%

3.6%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.2%

0.1%

2010-15 AVERAGE ● 2016 ●

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

38.7%

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



17 SCHOOLS



5010 PUPILS

Stirling

Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM



HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE



HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE



Work

2010-15 AVERAGE



2015-16



CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



17 SITES



9618 EMPLOYEES

Schools

CHILDREN CYCLING TO PRIMARY SCHOOL



6.3%

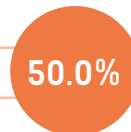
CHILDREN CYCLING TO SECONDARY SCHOOL



1.1%

2010-15 AVERAGE ● 2016 ●

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING



NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



17 SCHOOLS



5098 PUPILS

West Dunbartonshire



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

59.5%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

30.3%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

41.1%



Work

2010-15 AVERAGE

0.4% 2.5%

2015-16

2.0%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



7 SITES



2812 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

1.7%

2.0%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.7%

0.9%

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

48.5%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



7 SCHOOLS



1574 PUPILS

West Lothian



Headline trends and context

PROPORTION OF JOURNEYS UNDER 5KM

60.6%

HOUSEHOLDS WITH ACCESS TO ONE OR MORE BIKES FOR PRIVATE USE

43.3%

HOUSEHOLDS WITH NO ACCESS TO A CAR FOR PRIVATE USE

20.5%



Work

2010-15 AVERAGE

0.8% 2.1%

2015-16

3.0%

CYCLE TO WORK USUALLY ● OR REGULARLY ●

NUMBER OF CYCLE FRIENDLY EMPLOYERS AND EMPLOYEES



3 SITES



630 EMPLOYEES



Schools

CHILDREN CYCLING TO PRIMARY SCHOOL

5.3%

6.3%

CHILDREN CYCLING TO SECONDARY SCHOOL

0.8%

0.6%

PERCENTAGE OF PRIMARY SCHOOLS DELIVERING LEVEL 2 BIKEABILITY SCOTLAND TRAINING

16.7%

2010-15 AVERAGE ● 2016 ●

NUMBER OF CYCLE FRIENDLY SCHOOLS AND PUPILS



9 SCHOOLS



3993 PUPILS



cycling.scot

Cycling Scotland

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